

GRAHAM GIRL TELLS WHY SHE SHOT STOKES
SHONTS'S NEW 5-CENTS-TO-CONEY OFFER

WEATHER-Fair To-Night and Saturday; Warmer.
RACE RESULTS AND ENTRIES SEE PAGE 3
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5-CENT FARE TO CONEY, INTERBOROUGH PLEDGE IN OFFER MADE TO-DAY

President Shonts, Through the Evening World, Withdraws the Original Demand That City Make Good any Deficit.

"If, therefore, the city will agree to construct immediately these extensions (to Coney Island and Fort Hamilton and other Brooklyn extensions) I shall be prepared to recommend that the company modify its offer by striking out a provision requiring the city to make good the annual deficits sustained by the company; at the same time leaving in the provision for the accumulation of any deficits which might accrue to the city for interest and sinking fund upon its own investment."

President Theodore P. Shonts of the Interborough Rapid Transit Company to-day pledged his word to The Evening World in the foregoing unmistakable language that his company would amend its original proposition by providing a five-cent fare to Coney Island without any guarantee of deficit for operation from the city whatsoever.

Under the Interborough's proposal on Dec. 5 last the city was asked to settle annually any deficit arising from the Interborough's operation of the Fourth avenue subway in Brooklyn with extensions to Coney Island. The exact language of this clause in the proposition was: "If the income shall be insufficient to meet the charges the deficit shall be paid annually by the city."

The Evening World, on Dec. 10 last, tore the mask off the "joker" in the Interborough proposal, publishing a four-column diagram showing how the Interborough proposed using the "deficit" of the Coney Island and Fort Hamilton lines operated as a branch railroad to "pump dry" the profits due the city from the company's operation of the rest of the new rapid transit lines.

Mr. Shonts now withdraws this objectionable part of the Interborough's offer. He says that his company will operate the Fourth Avenue subway with extensions to Coney Island and Fort Hamilton without any guarantee from the city.

The Interborough Rapid Transit Company, in its most recent advertisement, has used extracts from The Evening World, seeking to show that its original offer fulfilled the conditions of a five-cent fare to Coney Island.

SHONTS MAKES A NEW OFFER.

In reply to telegrams asking if the Interborough had made any Coney Island five-cent fare offer other than the most objectionable one contained in the company's proposal of Dec. 5 last, Mr. Shonts submitted the following NEW PROPOSAL TO THE PUBLIC through the columns of The Evening World:

Interborough Rapid Transit Company
165 Broadway
New York, June 9, 1911.

Dear Sir: This is to confirm my telegram of this date as follows:
In reply to your telegram just received I quote the following from the proposition of the Interborough Company made Dec. 5, 1910: "The Interborough Company also offers to equip and operate under a lease for a term equal to the unexpired term of Contract No. 1, under which the original subway was built, the Fourth Avenue subway in Brooklyn, including extensions to Fort Hamilton and Coney Island when completed, as a part of the present subway system for a single five-cent fare.
"The Interborough Company will further agree upon the same terms and conditions as hereinbefore set forth with respect to the operation of the Fourth Avenue subway to operate such additional extensions to the system herein outlined as may hereafter be constructed by the city."
You will see from the language quoted that all that is necessary to give the people of every borough a ride to Coney Island for a five-cent fare is the acceptance of our offer by the city. I thank you for your offer to print in the Evening World our proposition carrying out this promise.
T. P. SHONTS.

In view of the fact that The Evening World has consistently for years demanded a five-cent fare to Coney Island, I trust that you will not deem it amiss if I take advantage of this occasion to call your attention to a few points on the subject not embraced in the foregoing telegram.
5-CENT CONEY FARE FROM EVERY BOROUGH.
The only way to secure a five-cent fare from every borough to Coney Island will be the construction of the extensions of the present subway. The Brooklyn Rapid Transit Company proposal is as follows:
"The fare to be five cents for one continuous ride over any part of the said system, including 'ORIGINAL LINES' or 'EXTENSIONS,' with the exception that fares to or from the Coney Island district shall be 10 cents; provided, however, that the said fare of 10 cents may at any time for any period, be reduced to such figure, not less than five cents, as will be sufficient to yield from such Coney Island operation the fair cost thereof plus a reasonable profit."
You will observe concerning the foregoing that there can be no reduction of fare until the Coney Island operations, independent of the general system, show

THREE PLATOON POLICE SYSTEM TO BE RESTORED

Waldo Orders Old Arrangement Into Effect, Beginning Next Monday.

WHOLE FORCE REJOICES

Decision Reached After Conference With Representatives of Patrolmen.

Beginning Monday morning next the old three-platoon system is to be restored in the Police Department. This announcement, so welcome to the entire force, was made by Commissioner Waldo late this afternoon, after he had held a conference with representatives of every grade in the uniformed and ununiformed service. The ranking man in the assemblage next to the Commissioner was Deputy Commissioner Dillon, lately an Inspector. Inspector Titus came next, and there were present also a captain, a lieutenant, a sergeant, a patrolman and a policeman.

The five-platoon system in use at present was thoroughly discussed. All hands agreed that it was unwieldy, cumbersome and worked unnecessary hardships upon the men.

At 5 o'clock the Commissioner said he had decided to put the three platoon system back into effect, and named Monday as the date of starting. In five minutes the glad news had been flashed to every station-house in the Greater City and the policemen were rejoicing.

Under the three platoon system each man's day is divided into three shifts. He has eight straight hours of duty, eight hours on reserve and eight hours for himself.

WHITELAW REID NO BETTER, DOCTORS KEEP HIM IN BED.

Ambassador Still in Grip of Bad Cold, but Reception to Hammond Will Be Held To-Night.

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Special Cable Received to The Evening World.
LONDON, June 9.—Whitelaw Reid, the American Ambassador, who is suffering from a severe cold, showed no improvement to-day. He has been in bed since Monday under the care of two doctors. His illness began with a chill, and a close watch is being kept to avoid complications. The sickness of the Ambassador, however, will not interfere with the dinner and ball to be given to-night at Dorchester House in honor of John Hay Hammond, the American Envoy to King George's coronation. John Ward, the son-in-law of Mr. Reid, will act as host in the absence of the Ambassador.

NATIONAL LEAGUE.

Table with 2 columns: Team and Score. Rows include Pittsburgh, Brooklyn, Chicago, and St. Louis.

AMERICAN LEAGUE.

Table with 2 columns: Team and Score. Rows include New York, Highlanders, St. Louis, and Boston.

GAYLEY SUPPORTS CARNEGIE AGAINST CHARGE OF GATES

Neither Did the "Iron Master" Throttle Rivals and Force Formation of Steel Trust.

HAD TO MAKE COMPACT.

"Cutthroat" Methods of Old Days Meant Ruin for Many, Congressmen Are Told.

WASHINGTON, June 9.—Denial that Andrew Carnegie by threats compelled the formation of the United States Steel Corporation and an acknowledgment that the steel companies before that organization counseled with the railroads as to the price of steel, to-day marked the testimony of James Gayley, vice-president of the corporation and an officer of the Carnegie concern for many years, before the House "Steel Trust" investigation committee.

Mr. Gayley said such understandings with the railroads were necessary to prevent a monopoly in the steel business, and denied that Mr. Carnegie, as charged by John W. Gates, had "held up" J. Pierpont Morgan, and in so doing had forced steel manufacturers to combine.

Mr. Gayley, questioned by Representative Young of Michigan, gave the history of the Carnegie Steel Company from 1865 to 1901, when the steel corporation was formed. He described periods of "destructive competition" between different companies and the ultimate progress and development of the Carnegie Company. He also described new methods of manufacturing steel and dwelt upon their effect in advancing the values of steel properties.

Asked as to the price of steel in the early period, Mr. Gayley declared that the price usually was fixed in conference with railroad officials, chiefly those of the Pennsylvania Railroad.

NO THREAT BY CARNEGIE AIMED AT MORGAN.

"Were there any agreements as to price in those days?" asked Mr. Young. "In those days all the steel companies were independent," said Mr. Gayley, "and there were periods of war so destructive that agreements were necessary in order for all to recoup. Then would come other destructive wars. Agreements were necessary from time to time or ultimately one company would have secured a monopoly of the business."

Mr. Gayley said he had no personal knowledge that Andrew Carnegie had threatened to build a tube mill at Conneaut for the purpose of forcing the Morgan interests to buy out the plant, as charged by John W. Gates.

The Carnegie Company had purchased at Conneaut, he said, for the location of a new plant, but it was not determined whether a tube works or a wire mill would be erected. The purpose of building either, he said, would have been to furnish an outlet for the steel of the Carnegie works near Pittsburgh, which steel had formerly been taken by the National Tube Company, a Morgan enterprise.

"There has been a statement, or a rumor," said Representative Young of Michigan, "that Mr. Carnegie's proposal to build a tube mill was not in good faith; that it was really a threat to aid him in acquiring other property or to force others to buy him out. Do you know the facts?" "There was no proposal of any one,"

(Continued on Last Page.)

AGAINST FERRY COMPANY.

Judgment Entered for Amount of Rental Guarantee.
Justice Marean, at a special term of the Supreme Court, Brooklyn, today gave judgment for \$18,825 in favor of the United States Fidelity & Guaranty Company, guarantors of the rental to the city for two ferries running from Broadway, Williamsburg to Manhattan, against the Brooklyn Ferry Company, the New York Terminal Company and the Boardholders' Protective Association.
"The guaranty company sued to recover the amount paid the city under its obligation.
World Building Turkish Baths.
Baths open. Bath with private rooms, 21.
Dinner and manure. Chicagoans in attendance. 25 Bath.

'STOKES WRECKED MY LIFE,' CRIES GIRL WHO SHOT HIM

Girl Who Says She Shot Stokes When He Refused to Right Wrong



MISS LILLIAN GRAHAM.

"I Didn't Want to Kill Him, Though World Would Be Better Off," Says Lillian Graham in Her First Real Story.

RICH "ANGEL" OFFERS AID UNLIMITED FOR DEFENSE.

Lawyer Declares Millionaire Hotel Man Went to Make Call in Disguise of Laborer.

In what she called the first outspoken confession of her true relations with William E. D. Stokes and the real inside story of the sensational shooting of Wednesday night, Lillian Graham declared to her lawyer in the West Side Court prison to-day that the millionaire owner of the Hotel Ansonia had wrecked her life and cast her aside.

The handsome young show girl further charged that after the elderly clubman and man-about-town had discarded her, he circulated wretched stories about her. The much-talked-about letters, she said, were not worth five cents to Stokes or anybody else, wherefore his charge that she demanded \$25,000 blackmail for them was absurd.

JACK JOHNSON TAKES THE COUNT, WIRELESS TELLS

Monsieur Mal de Mer Knocks Out Champion, Who Quickly Comes Back.

ON BOARD THE STEAMSHIP KRONPRINZ WILHELM BY WIRELESS TO CAPE HORN, June 9.—It looked for a time as though the "white hope" had been found in the person of a Frenchman, Monsieur Mal de Mer, who had Champion Jack Arthur Johnson hanging over the ropes for a badly won fight of the first round of his ocean voyage. But the champion with the Colorado maduro makeup came back. He came back to win the passengers, who had done so much talking about the "outrage" of his sailing first class, with his golden smile, and the popping of the wireless as the current jumps the sea seems merely an echo of the popping of corks down in the smoking room.

For John Arthur—"Lil Artha"—is buying. And when he buys he buys without regard to how much any of the victors at his table may spill. But the Galveston flood of the grape is not, be it understood, cutting any wide way in the physical condition of the fighter. He is buying, but that doesn't mean that he is doing the swimming.

He came to the deck to-day after a period of painful seclusion in which he conserved his internal resources with much misgiving that the rolling of the sea might not leave him the wireless withal upon which to hang a belt.

HE'S A SAILOR BUT THE OCEAN'S PRETTY BIG

"I'm a good sailor," he had told his friends, but his sailing legs are better adapted to the travel of a Mississippi River steamer than to an ocean craft, and he found a painful difference between the ocean and the Big Muddy. When he did come to the surface, after a disappearing act that might have been

(Continued on Second Page.)
\$12 BLUE SERGE SUITS, \$5.95
THE "HIT" CLOTHING CORNER, Broadway, Cor. Barclay St., opp. Post Office, will sell to-day and Saturday 1,000 Men's Blue Serge Suits, fast color guaranteed, also gray, brown, black, fancy worsteds, satin lined, all sizes, \$6 to \$12, worth \$12 in any other store; our special price to-day and Saturday, \$5.95. Open Saturday eve, \$5.95.